





## LOCAL AND GENERAL

STEAMERS PASSED SUEZ CANAL  
(SUPPLIED THROUGH REDTAP)

OUTWARD BOUND:—Romney, Dec. 8th  
Manila, Bullmouth, Mogul, Ceres, Jens  
Meinich Rignun Mon. 15th. M.C.

Prism, Sarpedon, Adour, 18th; Oanfa,  
Vindobona, Tellus, 22nd; Oopack, 26th  
Benxoth, Caledonius, Cantor, Kirkdale  
Normanille, Glenarney, Coterie, 28th  
Japan, Kriemhild, Nestor, Antenor  
Maria Richmers, Obi, Patroclus, Sikh  
Jan. 5th; Oceanine, 6th; Benxenu  
Jawa, Pinguey, Tempur, 8th.

**HOMEWARD BOUND :—**Helen Richmers, Dec  
1st; Ceylon, 2nd; Glenshiel, Hertha, 4th  
Menelaus, Oceanine, 8th; Dorothea Rich  
mers, Port Philip, 11th; Teucer, 23rd

Gerda, Benroirlich, 28th; Ernest Simons  
Jan. 5th; Sachsen, 6th; Claverhill, 8th  
Aden, 12th.

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Mails.

The P. M. ship China with the Agents

CAN MAIL, of 19th Dec., left Yokohama on Friday, the 8th Jan., at daylight, and may be expected here on or about Saturday, the 16th Jan.

The O. & O. s. s. *Belgie*, with mails etc. left San Francisco for this port on Dec. 20th, via Yokohama, Inland Sound, Kobe, Nagasaki and Shanghai.

The *Empress of India* left Vancouver on the 5th Jan., for Hongkong.

Steamers Expected.

The s. s. *Siverny*, from Calcutta and Straits, left Singapore for this port on the evening of Jan. 17th, at which date it will arrive.

The Austrian Lloyd's s. s. *Meditia* left Singapore for this port on the morning

The s. s. *Altmore*, from Portland, Or., and  
Victoria, B.C., left Yokohama for  
Hongkong on the 12th Jan.

Austrailian liner, left Nagasaki for  
this port early on the morning of Jan  
13, and is expected to arrive here

The C. M. Co.'s s. s. *Oopack*, from Glasgow and Liverpool, passed the Canal on the 26th Dec., and may be considered due at Singapore on or about the 14th January, 1897.

The Navigazione Gen. Ital. s. s. *Esigmo* left Bombay on the 8th Jan., and may be expected here on the 16th Jan.

The N. P. S. Co.'s s. s. *Bracmar* left Tacoma for this port via ports of call on the 1st of January.

The P. & O. s. s. *Brindisi* left Bombay for this port on the 3rd Jan.

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*Latest Advice.*

The N. P. S. Co.'s s. s. *Tacoma*, arrived at Tacoma on the 12th Inst., and the s. s. *Waco* arrived at Yokohama on the same date (12th).

The C. P. R. Co.'s s. s. *Empress of Japan* arrived at Vancouver on the morning of Jan. 13.

The N. Y. K. s. s. *Idzumi Maru*, from Bombay, left Shimonoseki for the port on the afternoon of 13th Jan. and is expected to arrive here on the 16th Jan.

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It is expected the new Shah of Persia will visit Europe this spring.

Mr Ballard, the Acting Manager in China for the N. Y. K. M. S. Co., is expected to arrive here on the 16th Jan.

for the Joint Telegraph Companies, inform us that Telegraphic Communication with Yokohama and Tokio is interrupted since this morning owing to a snowstorm. Restoration is not expected to-day.

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JOHNS, the second wicket-keeper of the Australian Eleven, is a humorist. It will be remembered that he played in very few matches during the tour. At the luncheon

accorded the team on their return to Melbourne, he said that although he had not played as often as some of his comrades he felt he had been of use in guiding the

The Cup-tie between the Hongkong Col-

and the R.A. will take place to-morrow afternoon; kick off at 4.15. Referee: B. D. Wood. *Colts*: R. F. Lammert (goal); A. Stopani, N. Goodridge (backs); M. G. de Carvalho, N. A. Gonçalves, I. H. Kew (halves); C. Blake, H. A. Seton (forwards).

R. Henderson, T. Yule, L. A. Rose (for  
war).  
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THE fire on board the Indo-China Steam  
Navigation Co.'s steamer *Fan Sang* was  
practically got under late yesterday afternoon.

noon. The hatches were opened early the afternoon, and the fire was discovered.

therefore closed down again, and the precautionary measures continued under t

direction of Captain Superintendent M... The floating fire engine lay alongside during the night. About eleven o'clock the forenoon the vessel steamed to East Point where the damaged cargo was discharged.

The return match between the Cricket Club and the Navy will be played on Friday and Saturday. Play commences at 2 p.m. on Friday, and will be resumed at 11 a.m.

Saturday. The Club team will be follows.—K. W. Mounsey, E. Mast, D. Wood, W. Y. B. Bar, C. B. Kelli-

D. Wood, W.Y.R., Rev. G. R. Vining, C. Gordon, W.Y.R., T. M. Howie, W.Y.R., T. S. Smith, P. W. Cobbold, Mackenzie, Sur-Major Johnston, and Captain Dyson, A.F.D. By the courtesy Admiral Sir Alexander Buller, Capt. Legg and the officers of the *Cerberus*, the band of the flagship will play upon the ground on Saturday afternoon.

W. ROBINSON & Co., Piano and Musical Instrument specialists and experts. Wholesale and Retail. Darnley Sp. Sh. Rooms. Queen's Head Street.



THURSDAY, JANUARY 14, 1897.

The Sperry Flour Co.'s calendar is of unique design being an illustration of three pretty children reclining in a flower bed.

Subscribers to audit, the Directors of the Hongkong and Shanghai Bank intend to declare a Dividend of 21.5% per share, to place 5 lbs to the Reserve Fund and to carry forward about 3 lbs.

The following appointments have been made by the Admiralty:—Commander Arthur H. Smith Dorrion, to the *Albatross*, to date January 1. Chaplain the Rev. Samuel S. A. Bayles, to the *Alexander*, to date December 11.

Mr. R. Chatterton Wilson, Secretary to the Chamber of Commerce, writes to us under this date:—I am informed by the Colonial Secretary that the Government have received the following telegram from H.B.M.'s Minister at Tokyo:—Governor, Hongkong: Medical Inspection discontinued against vessels from Formosa ports to Japan.

Last night P.O. Sullivan arrested a Chinaman in Hollywood Road, who had in his possession a bundle containing two blankets, and was behaving in a suspicious manner. The Police afterwards received information that the residence of Mr. A. P. Gutteridge, No. 1 West Terrace, had been entered and two blankets stolen. At the Magistrate's day, before Commander Hastings, the prisoner was sentenced to three months' imprisonment.

Yesterday afternoon Commander Hastings concluded the inquiry into the death of a German sailor belonging to the *Arctura* who was found, on the night of the 3rd, in an insensible condition at the Happy Valley. It came out in the evidence that a quarrel took place between deceased and a few companions, while under the influence of drink, and a sailor named Melles struck deceased on the head with a stick. The jury returned the following verdict:—The cause of death was pressure on the brain from hemorrhage, the result of a blow given by one Melles, a seaman on board the *Arctura*, with a stick.

The annual report of the Hongkong Odd Volumes Society for the past year shows that eight meetings were held during the season, and the Council tender their best thanks to those gentlemen who so ably assisted at the various meetings. The Society had sustained a severe loss in the departure, in February last, from the Colony of Dr. James Cantlie, the principal of the Society, whose name will always be remembered in connection with the Odd Volumes. The annual general meeting will take place in the office of Mr. H. E. Pollock, Acting Hon. Secretary, at 18 Bank Buildings, when a new Council will be elected, and the accounts will be presented for approval. The accounts show that the expenditure was \$243.52 and the subscriptions received \$326.30. The balance to credit, including the amount brought forward from the previous year, is \$801.22. Any member of the Society who is willing to deliver a lecture, or knows of any person who is willing to deliver a lecture, is requested to communicate with the Acting Hon. Secretary.

30 New Pianos just arrived; best makers, Also Cabin and Transposing Pianos, guaranteed for the climate. W. Robinson & Co.

The Berlin correspondent of the *Standard* telegraphed as follows on the 11th:—The German Naval authorities are about to build an entirely new type of cruiser for foreign service. In size, horsepower, and armament, it is a distinct advance upon its predecessors. The new vessels will be one hundred metres long, or twenty-four metres longer than those now in use; their maximum breadth will be 11.8 metres, instead of ten; their mean draught 4.8, instead of 4.5; and their displacement two thousand six hundred tons instead of one thousand six hundred and forty. The principal difference, however, they will have about six thousand-horse power, instead of two thousand nine hundred; twin screws, working independently; a speed of at least nineteen and a half knots, against sixteen; and five hundred tons of capacity, instead of about three hundred. Each of them will have ten 10.5 cm. quick-firing guns and fourteen 3.7 machine guns, as well as lighter weapons. Their crews will consist of one hundred and ninety men, instead of one hundred and fifty. Each of these ships will cost about four million marks.

"There is poetry in everything," mused the editor. "Now there is yonder waste basket. And he laughed, as he sometimes did when he was all alone.

"He thought young Widow Westside was sternly opposed to a second marriage. She, on the other hand, justified herself by saying that her first was only a sample.

"Your fashionable woman seldom has a warm heart, I take it," well it depends. If she has plump shoulders she doesn't mind much about her heart."

"Can you support my daughter in the style to which she is accustomed?" asked her father. "Pretty nearly," replied the mother. "Of course, I can't keep up the expensive luxuries I have been giving her hitherto."

How singular it happened that Mr. Dale was able to find proof that she had known her husband in a previous incarnation. "How did she discover it?" she found a letter that had given him a post in a former state of existence."

"Warr, Jacky, open the door and let Jacky in. Don't you see the tailing cat, Jacky?" "I see it, Master, and Jacky."

## THE SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held this afternoon. Hon. F. A. Cooper, Director of Public Works, presided. There were also present:—Dr. P. B. C. Ayres, Colonial Surgeon; Hon. F. H. May, Captain Superintendent of Police; Dr. F. W. Clark, Medical Officer of Health; Mr. N. J. Eley; and Mr. H. McCullum, Secretary.

SMALLPOX AT KOBE. The British Consul's return of cases of smallpox at Kobe, shows that 155 new cases were discovered during the week ended the 21st Dec., and 60 deaths took place during that period. During the following week 85 new cases were discovered and 56 deaths took place.

DR. ATKINSON AND 'DOGENES'. The following communication from Dr. J. M. Atkinson, Superintendent of the Government Civil Hospital (Inspector of Vaccinations) on the subject of a pamphlet which appeared last week amongst 'Notes by the Way' concerning the effectiveness of the vaccinations made by Hongkong and Saigon lymph, was submitted:—

Governor, Civil Hospital, Hongkong, 7th January, 1897. Sir, I have the pleasure to inform you that I have at present a plentiful supply of calf lymph. Since the 22nd Dec. 600 tubes have been issued from the Government Vaccine Institute. Amongst others the following have been supplied:—Medical Staff, Deputy Inspector General, Naval Hospital, U.S.S. *Mercury*, H.M. *Flagship Centurion*, H.M.S. *Imperial*, H.M.S. *Seif*, H.M.S. *Imperial*, and Victoria and Guel have been supplied with calf lymph. I have also requested the doctor to furnish me with the results of the vaccinations, and up to date I have received word from the Naval Doctors, from two civil practitioners, and from the public health officers of the various institutions having had their inmates vaccinated during the past week:—Diocesan School, Baxter House Mission School, the Infirmary, West Point, and the Leung Kuei inmates.

In view of the enormous impressions that might be conveyed to the public by a 'Note by the Way' in the *China Mail*, for the 4th inst. I thought it might be well to inform the Board of the action which has been taken, so far as vaccination is concerned, to check the recent outbreak of smallpox, and had the actual figures been given by the writer in the *China Mail*, showing the results of the vaccination carried out during the last fortnight, instead of a 'good authority,' the public would have been in a better position to have decided for themselves on the correct inference to be drawn from such results.

It is to be remembered that on such occasions as these a precautionary measure, a large number of persons are vaccinated, who have been vaccinated more than once previously; such a result even, as the writer of the note referred to admits, 'about two-thirds are effective' would be found on reference to reliable statistics to be somewhat above the average generally obtained. I have the honor to be, Sir, your obedient servant, J. M. ATKINSON, Superintendent.

The Director of Public Works attached the following reply to the question that has been put in the office of Mr. H. E. Pollock, Acting Hon. Secretary, at 18 Bank Buildings, when a new Council will be elected, and the accounts will be presented for approval. The accounts show that the expenditure was \$243.52 and the subscriptions received \$326.30. The balance to credit, including the amount brought forward from the previous year, is \$801.22. Any member of the Society who is willing to deliver a lecture, or knows of any person who is willing to deliver a lecture, is requested to communicate with the Acting Hon. Secretary.

SMALLPOX OF THE 'TAISANG'. Dr. Jordan, the Health Officer, in reporting a case of smallpox on board the steamer *Taisang*, on the 8th January, said:—This patient was seen this morning with a rash which broke out on his right arm. He previously had fever and pains in the body, no backache or vomiting. He is the 2nd Officer of the vessel, and was well enough to move about, and said he was well enough to walk up to the hospital, and was accompanied by the 1st Officer, who has been sent in company with the 2nd Officer to the hospital. The vessel is now being disinfected.

The Medical Officer wrote:—This man appears to have been allowed to walk through the streets of the city, after it had been ascertained that he was suffering from smallpox.

The President moved that a letter be addressed to the Colonial Secretary requesting that information be given as to who was responsible for allowing this person to proceed through the streets while suffering from smallpox.

MORTALITY STATISTICS. The death-rate for the week ended 2nd January was 15.5 per 1,000 per annum, as compared with 10.9 in the corresponding week last year.

The death-rate for the week ended January 9, was 29.9 per 1,000 per annum, compared with 16.1 in the corresponding week last year.

THE FUNDATION OF CHINESE PASSENGERS' LEGGINGS. Mr. J. S. Van Buren, local agent for the P. & O. Steamship Co. and the O. & O. Steamship Co., writes to the Secretary of the Board concerning the foundation of Chinese legging for Hawaii. The Hon. W. O. Smith, President, and Dr. Wood, Member of the Hawaiian Board of Health, visited Hongkong during the spring of last year for the purpose of investigating the plague in connection with the emigration of Chinese from Hongkong to Honolulu. As a result of their investigation they decided that the legging of Chinese emigrants for the Hawaii must be fumigated at Hongkong before embarkation, and they authorized a wet sulphur fumigation as a temporary measure, pending the purchase and erection of a hot air fumigating plant. This plant has been ordered and has now arrived in Hongkong, and Mr. Van Buren desired to obtain the sanction of the Board for its erection in the Company's Godown at Wanchai, and to use the lower part of the godown for the purpose of fumigating the legging of Chinese passengers for Honolulu by the Company's steamships. It is pointed out that the legging to be fumigated was not infected baggage, but the ordinary clothing of Chinese passengers, and further intimated that Dr. G. P. Jordan had been appointed by the Hawaiian Government to supervise the process.

Mr. Eley attached a minute stating he would certainly sanction the erection of the fumigating plant if it was not a nuisance.

The Colonial Surgeon intimated there could be no objection.

It was agreed to sanction the proposed fumigating plant.

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## CORRESPONDENCE.

## BICYCLE BELLS.

To the Editor of the 'China Mail.'

Hongkong, January 13. Sir, While admitting that the perpetual bell-ringing indulged in by novices is a plague, and that the 'squawks' or 'cycloons' are pestiferous abominations which might rank with Chinese processions and squeaking wheelbarrows as punishable nuisances, I wish to enter a protest on behalf of those judicious wheelmen who use their bells with moderation.

I should like to ask 'And Cyclist' whether he has ever ridden in a 3-cyclic ricksha, and whether his coolies ever shout pedestrians out of the way? Has he ever stepped aside when he heard a fast-trotting horse or the wheels of a dog-cart behind him?

Supporting him and his friends are walking five or six abreast right across the road (a very common proceeding in Hongkong) does he wish the cyclist to creep up silently and squeeze past him to the imminent risk of all parties, or would he prefer the cyclist to dismount and humbly beg his highness, esp in hand, for permission to be allowed to pass along the Queen's highway?

Perhaps your correspondent when in London (if he had ever been there) walks along the middle of Fleet Street at midday, and perhaps none of the 'cabbies' yell at him?

Is Hongkong always to go at a snail's pace, or must the cycle wait till the P. W. D. in its god pressure sends it to provide proper sidewalks to our streets?—Yours, &c., NON-SCORCHER.

## THE STAR FERRY LAUNCHES.

To the Editor of the 'China Mail.'

Kowloon, January 14. Sir, Referring to the letter which appeared under the signature of 'Season Ticket' in your last night's issue, I am afraid that the writer has had very little experience in the management of any kind of service where machinery is required, or he would pause, and consider before rushing into print with a complaint simply because a Steam Ferry Launch (owing to a breakdown which I am told was entirely unavoidable) missed one voyage.

I should like to ask 'Season Ticket' if he knows, or has ever heard of, a Steam Ferry line, or any other means of conveyance, that is worked without a hitch; as, for me, Mr. Editor, put it 'accidents will happen,' and I think we are fortunate in having such a well-managed service as the 'Star Ferries.'—Yours, &c., KOWLOON RESIDENT.

## CHESS COLUMN.

CONDUCTED BY 'BLACK BISHOP.'

Communications should be addressed, 'Chess,' China Mail Office.

Original Problems should be accompanied by Solution and Analysis. The *Hongkong Chess Club* meets every Monday, Thursday and Friday from four till half-past seven p.m. at Thomas's Grill Room.

Problem No. 25.

By J. T. Andrews. Black (5 pieces).



White to play, and mate in two moves.

Solution to Problem No. 24 by A. F. Mackenzie.

1. R-R4 Then 1. P-P3 2. K-K6 3. R-R4 4. R-R4 5. R-R4 6. R-R4 7. R-R4 8. R-R4 9. R-R4 10. R-R4 11. R-R4 12. R-R4 13. R-R4 14. R-R4 15. R-R4 16. R-R4 17. R-R4 18. R-R4 19. R-R4 20. R-R4 21. R-R4 22. R-R4 23. R-R4 24. R-R4 25. R-R4 26. R-R4 27. R-R4 28. R-R4 29. R-R4 30. R-R4 31. R-R4 32. R-R4 33. R-R4 34. R-R4 35. R-R4 36. R-R4 37. R-R4 38. R-R4 39. R-R4 40. R-R4 41. R-R4 42. R-R4 43. R-R4 44. R-R4 45. R-R4 46. R-R4 47. R-R4 48. R-R4 49. R-R4 50. R-R4 51. R-R4 52. R-R4 53. R-R4 54. R-R4 55. R-R4 56. R-R4 57. R-R4 58. R-R4 59. R-R4 60. R-R4 61. R-R4 62. R-R4 63. R-R4 64. R-R4 65. R-R4 66. R-R4 67. R-R4 68. R-R4 69. R-R4 70. R-R4 71. R-R4 72. R-R4 73. R-R4 74. R-R4 75. R-R4 76. R-R4 77. R-R4 78. R-R4 79. R-R4 80. R-R4 81. R-R4 82. R-R4 83. R-R4 84. R-R4 85. R-R4 86. R-R4 87. R-R4 88. R-R4 89. R-R4 90. R-R4 91. R-R4 92. R-R4 93. R-R4 94. R-R4 95. R-R4 96. R-R4 97. R-R4 98. R-R4 99. R-R4 100. R-R4 101. R-R4 102. R-R4 103. R-R4 104. R-R4 105. R-R4 106. R-R4 107. R-R4 108. R-R4 109. R-R4 110. 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R-R4 311. R-R4 312. R-R4 313. R-R4 314. R-R4 315. R-R4 316. R-R4 317. R-R4 318. R-R4 319. R-R4 320. R-R4 321. R-R4 322. R-R4 323. R-R4 324. R-R4 325. R-R4 326. R-R4 327. R-R4 328. R-R4 329. R-R4 330. R-R4 331. R-R4 332. R-R4 333. R-R4 334. R-R4 335. R-R4 336. R-R4 337. R-R4 338. R-R4 339. R-R4 340. R-R4 341. R-R4 342. R-R4 343. R-R4 344. R-R4 345. R-R4 346. R-R4 347. R-R4 348. R-R4 349. R-R4 350. R-R4 351. R-R4 352. R-R4 353. R-R4 354. R-R4 355. R-R4 356. R-R4 357. R-R4 358. R-R4 359. R-R4 360. R-R4 361. R-R4 362. R-R4 363. R-R4 364. R-R4 365. R-R4 366. R-R4 367. R-R4 368. R-R4 369. R-R4 370. R-R4 371. R-R4 372. R-R4 373. R-R4 374. R-R4 375. R-R4 376. R-R4 377. R-R4 378. R-R4 379. R-R4 380. R-R4 381. R-R4 382. R-R4 383. R-R4 384. R-R4 385. R-R4 386. R-R4 387. R-R4 388. R-R4 389. R-R4 390. R-R4 391. R-R4 392. R-R4 393. R-R4 394. R-R4 395. R-R4 396. R-R4 397. R-R4 398. R-R4 399. R-R4 400. R-R4 401. R-R4 402. R-R4 403. R-R4 404. R-R4 405. R-R4 406. R-R4 407. R-R4 408. R-R4 409. R-R4 410. R-R4 411. R-R4 412. R-R4 413. R-R4 414. R-R4 415. R-R4 416. R-R4 417. R-R4 418. R-R4 419. R-R4 420. R-R4 421. R-R4 422. R-R4 423. R-R4 424. R-R4 425. R-R4 426. R-R4 427. R-R4 428. R-R4 429. R-R4 430. R-R4 431. R-R4 432. R-R4 433. R-R4 434. R-R4 435. R-R4 436. R-R4 437. R-R4 438. R-R4 439. R-R4 440. R-R4 441. R-R4 442. R-R4 443. R-R4 444. R-R4 445. R-R4 446. R-R4 447. R-R4 448. R-R4 449. R-R4 450. R-R4 451. R-R4 452. R-R4 453. R-R4 454. R-R4 455. R-R4 456. R-R4 457. R-R4 458. R-R4 459. R-R4 460. R-R4 461. R-R4 462. R-R4 463. R-R4 464. R-R4 465. R-R4 466. R-R4 467. R-R4 468. R-R4 469. R-R4 470. R-R4 471. R-R4 472. R-R4 473. R-R4 474. R-R4 475. R-R4 476. R-R4 477. R-R4 478. R-R4 479. R-R4 480. R-R4 481. R-R4 482. R-R4 483. R-R4 484. R-R4 485. R-R4 486. R-R4 487. R-R4 488. R-R4 489. R-R4 490. R-R4 491. R-R4 492. R-R4 493. R-R4 494. R-R4 495. R-R4 496. R-R4 497. R-R4 498. R-R4 499. R-R4 500. R-R4 501. R-R4 502. R-R4 503. R-R4 504. R-R4 505. R-R4 506. R-R4 507. R-R4 508. R-R4 509. R-R4 510. R-R4 511. R-R4 512. R-R4 513. R-R4 514. R-R4 515. R-R4 516. R-R4 517. R-R4 518. R-R4 519. R-R4 520. R-R4 521. R-R4 522. R-R4 523. R-R4 524. R-R4 525. R-R4 526. R-R4 527. R-R4 528. R-R4 529. R-R4 530. R-R4 531. R-R4 532. R-R4 533. R-R4 534. R-R4 535. R-R4 536. R-R4 537. R-R4 538. R-R4 539. R-R4 540. R-R4 541. R-R4 542. R-R4 543. R-R4 544. R-R4 545. R-R4 546. R-R4 547. R-R4 548. R-R4 549. R-R4 550. R-R4 551. R-R4 552. R-R4 553. R-R4 554. R-R4 555. R-R4 556. R-R4 557. R-R4 558. R-R4 559. R-R4 560. R-R4 561. R-R4 562. R-R4 563. R-R4 564. R-R4 565. R-R4 566. R-R4 567. R-R4 568. R-R4 569. R-R4 570. R-R4 571. R-R4 572. R-R4 573. R-R4 574. R-R4 575. R-R4 576. R-R4 577. R-R4 578. R-R4 579. R-R4 580. R-R4 581. R-R4 582. R-R4 583. R-R4 584. R-R4 585. R-R4 586. R-R4 587. R-R4 588. R-R4 589. R-R4 590. R-R4 591. R-R4 592. R-R4 593. R-R4 594. R-R4 595. R-R4 596. R-R4 597. R-R4 598. R-R4 599. R-R4 600. R-R4 601. R-R4 602. R-R4 603. R-R4 604. R-R4 605. R-R4 606. R-R4 607. R-R4 608. R-R4 609. R-R4 610. R-R4 611. R-R4 612. R-R4 613. R-R4 614. R-R4 615. R-R4 616. R-R4 617. R-R4 618. R-R4 619. R-R4 620. R-R4 621. R-R4 622. R-R4 623. R-R4 624. R-R4 625. R-R4 626. R-R4 627. R-R4 628. R-R4 629. R-R4 630. R-R4 631. R-R4 632. R-R4 633. R-R4 634. R-R4 635. R-R4 636. R-R4 637. R-R4 638. R-R4 639. R-R4 640. R-R4 641. R-R4 642. R-R4 643. R-R4 644. R-R4 645. R-R4 646. R-R4 647. R-R4 648. R-R4 649. R-R4 650. R-R4 651. R-R4 652. R-R4 653. R-R4 654. R-R4 655. R-R4 656. R-R4 657. R-R4 658. R-R4 659. R-R4 660. R-R4 661. R-R4 662. R-R4 663. R-R4 664. R-R4 665. R-R4 666. R-R4 667. R-R4 668. R-R4 669. R-R4 670. R-R4 671. R-R4 672. R-R4 673. R-R4 674. R-R4 675. R-R4 676. R-R4 677. R-R4 678. R-R4 679. R-R4 680. R-R4 681. R-R4 682. R-R4 683. R-R4 684. R-R4 685. R-R4 686. R-R4 687. R-R4 688. R-R4 689. R-R4 690. R-R4 691. R-R4 692. R-R4 693. R-R4 694. R-R4 695. R-R4 696. R-R4 697. R-R4 698. R-R4 699. R-R4 700. R-R4 701. R-R4 702. R-R4 703. R-R4 704. R-R4 705. R-R4 706. R-R4 707. R-R4 708. R-R4 709. R-R4 710. R-R4 711. R-R4 712. R-R4 713. R-R4 714. R-R4 715. R-R4 716. R-R4 717. R-R4 718. R-R4 719. R-R4 720. R-R4 721. R-R4 722. R-R4 723. R-R4 724. R-R4 725. R-R4 726. R-R4 727. R-R4 728. R-R4 729. R-R4 730. R-R4 731. R-R4 732. R-R4 733. R-R4 734. R-R4 735. R-R4 736. R-R4 737. R-R4 738. R-R4 739. R-R4 740. R-R4 741. R-R4 742. R-R4 743. R-R4 744. R-R4 745. R-R4 746. R-R4 747. R-R4 748. R-R4 749. R-R4 750. R-R4 751. R-R4 752. R-R4 753. R-R4 754. R-R4 755. R-R4 756. R-R4 757. R-R4 758. R-R4 759. R-R4 760. R-R4 761. R-R4 762. R-R4 763. R-R4 764. R-R4 765. R-R4 766. R-R4 767. R-R4 768. R-R4 769. R-R4 770. R-R4 771. R-R4 772. R-R4 773. R-R4 774. R-R4 775. R-R4 776. R-R4 777. R-R4 778. R-R4 779. R-R4 780. R-R4 781. R-R4 782. R-R4 783. R-R4 784. R-R4 785. R-R4 786. R-R4 787. R-R4 788. R-R4 789. R-R4 790. R-R4 791. R-R4 792. R-R4 793. R-R4 794. R-R4 795. R-R4 796. R-R4 797. R-R4 798. R-R4 799. R-R4 800. R-R4 801. R-R4 802. R-R4 803. R-R4 804. R-R4 805. R-R4 806. R-R4 807. R-R4 808. R-R4 809. R-R4 810. R-R4 811. R-R4 812. R-R4 813. R-R4 814. R-R4 815. R-R4 816. R-R4 817. R-R4 818. R-R4 819. R-R4 820. R-R4 821. R-R4 822. R-R4 823. R-R4 824. R-R4 825. R-R4 826. R-R4 827. R-R4 828. R-R4 829. R-R4 830. R-R4 831. R-R4 832. R-R4 833. R-R4 834. R-R4 835. R-R4 836. R-R4 837. R-R4 838. R-R4 839. R-R4 840. R-R4 841. R-R4 842. R-R4 843. R-R4 844. R-R4 845. R-R4 846. R-R4 847. R-R4 848. R-R4 849. R-R4 850. R-R4 851. R-R4 852. R-R4 853. R-R4 854. R-R4 855. R-R4 856. R-R4 857. R-R4 858. R-R4 859. R-R4 860. R-R4 861. R-R4 862. R-R4 863. R-R4 864. R-R4 865. R-R4 866. R-R4 867. R-R4 868. R-R4 869. R-R4 870. R-R4 871. R-R4 872. R-R4 873. R-R4 874



## NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Frigo*, Captain F. Jones, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day.

No Cargo impeding her discharge will be landed into the Godowns of the Honkong & Kowloon Wharf & Godown Co., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th Jan., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th January, at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, January 8, 1897. 40

## NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *PESHAWAR*.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Honkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, January 12, 1897. 84

## NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *MIRZAPORE*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Honkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—From London, &c., ex s.s. *Valletta*. From Australia, &c., ex s.s. *Australia*. From Persian Gulf, &c., ex s.s. *Kilwa*, *Assaye* and *Mosul*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m. To-day.

Goods not cleared by the 17th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, January 12, 1897. 85

## NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *SHANGHAI*.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Honkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 a.m. on 12th Inst.

Goods not cleared by the 16th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, January 11, 1897. 70

**LANGUID WOMEN.**  
PALE CHILDREN  
OLD PEOPLE. INVALIDS  
**VIN CHAPOTEAUT**  
(CHAPOTEAUT'S WINE OF PEPPERS)  
A DELICIOUS  
NUTRITIVE  
STIMULANT

This celebrated wine is easily assimilated when no other solid or liquid food will remain on the stomach. It is indicated in constitutional weakness, loss of appetite, and lack of digestive power, for the aged, Anemia, Dyspepsia, and Convalescence.

It helps suffering from Consumption, Dysentery, Cancer, and all the ailments of the stomach.

**CHAPOTEAUT'S WINE OF PEPPERS**

For Sale J. A. WATSON & Co. Chemists.

## NOTICES TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

THE S.S. *Marquis Boeckheim* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon on the 20th Instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th Instant will be subject to rent.

Bills of Lading will be counter-signed by SANDER & Co., Agents.

Hongkong, January 13, 1897. 101

## NOTICE TO CONSIGNEES.

STEAMSHIP *PLINZ HEINRICH*.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, being landed and placed at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be sent on to Shanghai unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Jan. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 18th Instant, at 3 p.m.

All Claims must reach us before the 23rd December, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by MELOHERS & Co., Agents.

Hongkong, January 13, 1897. 97

FROM BOMBAY, TUTICORIN AND SINGAPORE.

THE Company's Steamship *Mike* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Valuables, are being landed at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Company, Limited, at Wharfedale, whence delivery may be obtained.

All chafed or damaged Goods must be left in the Godowns and a certificate of the damage obtained from the Godown Company, and sent into this Office within seven days after the vessel's arrival, after which no Claims will be recognised, and Goods remaining undelivered will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by the Undersigned.

NIPPON YUSEN KAISHA.

Hongkong, January 11, 1897. 74

GLEN LINE OF STEAM PACKETS.

FROM LONDON AND STRAITS.

THE Steamship *Glenfing* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 19th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 26th Instant, otherwise they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th Instant, at 11 a.m.

Bills of Lading will be counter-signed by JARDINE, MATHESON & Co., Agents.

Hongkong, January 12, 1897. 81

'SHIRE' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *GLAMORGANSHIRE*.

FROM NEW YORK &amp; STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods being landed at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the Wharfedale delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th Inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Instant, at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by DODWELL, CARLILL & Co., Agents.

Hongkong, January 12, 1897. 83

Kinghorn &amp; Macdonald,

Consulting Mechanical Engineers and Surveyors,  
CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.

New Work and Repairs supervised. Surveys undertaken and Reports prepared.

Telegrams, "KINGHORN," Hongkong. Telephone, No. 141.  
Postal Address, 17 Praya Central.

JOHN W. KINGHORN,  
M.I.M.E., M.I.Mech.E., London.  
DONALD MACDONALD,  
Hongkong, November 6, 1896. 2283

SPECIFICATIONS, DESIGNS and DRAWINGS prepared for all Classes of STEAMSHIPS, MACHINERY and BOILERS.

New Work and Repairs supervised. Surveys undertaken and Reports prepared.

Telegrams, "KINGHORN," Hongkong. Telephone, No. 141.

Postal Address, 17 Praya Central.

JOHN W. KINGHORN, M.I.M.E., M.I.Mech.E., London.

DONALD MACDONALD, Hongkong, November 6, 1896. 2283

WASHING BOOKS.

(In English and Chinese.)

WASHING BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office—Price, 6d. each.

## Shipping.

Steamers.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co's Steamship *Prinz Heinrich*, Capt. O. CUPPERS, will leave for the above Place TO-MORROW, the 15th Instant, at Daylight.

For further Particulars, apply to

MELOHERS &amp; Co., Agents.

Hongkong, January 14, 1897. 61

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY &amp; FOCHOW.

The Co's Steamship *Hai'an*, Capt. R. ROBERT, will be despatched for the above Ports TO-MORROW, the 15th Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPIERRE &amp; Co., General Managers.

Hongkong, January 14, 1897. 91

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Co's Steamship *Omi Maru*, Capt. O. YOUNG, will be despatched for the above Ports TO-MORROW, the 15th Instant, at Noon.

This Steamer is fitted with Superior Passenger Accommodation and lighted by Electricity throughout. A duly qualified Doctor is carried.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, January 14, 1897. 47

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND HAMBURG. VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &amp;c.)

The Co's Steamship *H. L. ALLEN*, Commanded by Capt. F. V. BINEZEN, will be despatched for the above Ports on FRIDAY, the 15th Instant, at 4 p.m., instead of as previously advertised.

For Freight, etc., apply to

HOLLIDAY, WISE &amp; Co., Agents.

Hongkong, January 13, 1897. 2591

FOR SINGAPORE, HAVRE AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Bellona*, Capt. F. V. BINEZEN, will be despatched for the above Ports on SATURDAY, the 16th Instant, at 5 p.m.

For Freight or Passage, apply to

SIEMSEN &amp; Co., Agents.

Hongkong, January 9, 1897. 68

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

The Co's Steamship *Poliphemus*, Capt. G. GOODWIN, will be despatched for the above Ports on MONDAY, the 18th Instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, January 11, 1896. 2684

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

The Co's Steamship *Yamashiro Maru*, Capt. J. JONES, will be despatched for the above Ports on TUESDAY, the 16th January, at Noon.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout. A duly qualified Doctor is carried.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, December 31, 1896. 2650

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

The Co's Steamship *Chingta*, Capt. J. JONES, will be despatched for the above Ports on TUESDAY, the 16th Instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, January 13, 1897. 94

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(Under Mail Contract with the AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

The Co's Steamship *Cap. G. WALLISCHNIGER*, will leave for the above Ports on TUESDAY, the 19th Instant.

For Freight or Passage, apply to

SANDER &amp; Co., Agents.

Hongkong, January 14, 1897. 60

## Shipping.

Steamers.

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE. CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.

(SUBJECT TO ALTERATION.)

*Mount Lebanon* (Saturday) 10th January. TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship *Mount Lebanon*, will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 16th January, 1897.

Consular Invoices of Goods for United States Ports should be in Quadruplicate, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN, TOMES &amp; Co., Agents.

Hongkong, December 30, 1896. 2649

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Calliope*, Capt. J. G. OLYST, will be despatched for the above Ports on SATURDAY, the 16th Instant, at 3 p.m.

For Freight or Passage, apply to

DAVID SASSOON, SONS &amp; Co., Agents.

Hongkong, January 11, 1897. 73

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

The Co's Steamship *Shantung*, Capt. FRANKLIN, will be despatched for the above Ports on MONDAY, the 16th Instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, January 13, 1897. 95

EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN, QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

The Steamship *Australian*, Capt. HELMS, will be despatched for the above Ports on THURSDAY, the 21st Instant, at a.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures a plentiful supply of Fresh Provisions, Ice, &amp;c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A S. &amp; S. and a duly qualified Surgeon are carried.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, January 7, 1897. 34

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co's Steamship *Orizaba*, Capt. PURVES, will be despatched for the above Ports on SATURDAY, the 30th Instant.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, January 11, 1897. 80

FOR NEW YORK VIA SUEZ CANAL.

To FOLLOW THE S. S. *Polyphemus*.

The Steamship *Port Adelaide*, will be despatched for the above Ports on or about 30th January, 1897.

S. S. *Emerald*, to sail about 14th Feb., 1897.

A 'Warwick' Steamer, to sail about 15th March 1897.

For Freight or Passage, apply to

DODWELL, CARLILL &amp; Co., Agents.

Hongkong, December 22, 1896. 2602

## Shipping.

Sailing Vessels.

FOR NEW YORK.

The 3/4 L. I. American Barque *Penobscot*, Capt. MAULDEN, will leave here for the above Port, and will have quick despatch.

For Freight, apply to

ARNOLD, KARBURG &amp; Co., Hongkong, November 30, 1896. 2408

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

The 109 A.T. Iron 4-mast British barque *Metallhorn*, Capt. J. WILLIAMS, will soon be ready to load for the above Port and will have quick despatch.

For Freight, apply to

MELOHERS &amp; Co., Agents.

Hongkong, November 28, 1896. 2393

FOR SAN FRANCISCO.

The British Barque *Sumbawa*, Rensselaer, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES &amp; Co., Hongkong, December 7, 1896. 2471

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the *Shantung*, during their stay in Hongkong Harbour.

For Freight, apply to

SHEWAN, TOMES &amp; Co., Agents.

Hongkong, January 14, 1897. 60

## Mails.

Occidental &amp; Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC &amp; OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Doric* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'ulu) SATURDAY, Jan. 16, at noon.

*Belgie* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'ulu) THURSDAY, Feb. 4, at noon.

*Belgie* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'ulu) TUESDAY, Feb. 23, at noon.

The Steamship *Doric* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 16th January, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, December 29, 1896. 2638

## U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*China* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'ulu) TUESDAY, Jan. 26, at noon.

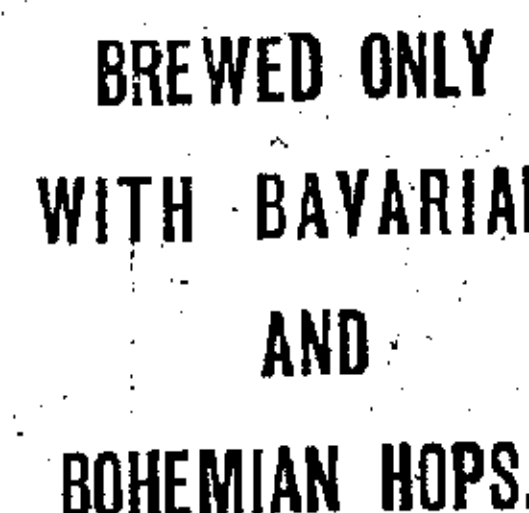
*Doric* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'ulu) SATURDAY, Feb. 13, at noon.







# Rainier Beer, Try it!



Unsurpassed as a tonic for the ladies. Once tried by them they will agree with the remarks of other lady friends and continue to patronize us. For the gentlemen it is a cooling and refreshing drink. All who have tried it stand by it. We only ask one trial and will then rest on our merits.

F. BISHOP,  
*Acting Manager.*

**Exclusive of late Arrivals and Departures reported to-day.**

|  |  |
|--|--|
| <p><i>Section.</i></p> <ol style="list-style-type: none"> <li>1. From Green Island to the Gas Works.</li> <li>2. From Gas Works to Jardine's Wharf.</li> <li>3. From Jardine's Wharf to the Harbour Master's Office.</li> <li>4. From Harbour Master's to the P. &amp; O. Co.'s Office.</li> <li>5. From P. &amp; O. Co.'s Office to Peddar's Wharf.</li> <li>6. From Peddar's Wharf to the Naval Yard.</li> </ol> | <p><i>Section.</i></p> <ol style="list-style-type: none"> <li>7. From Naval Yard to Bine Buildings.</li> <li>8. From Bine Buildings to East Point.</li> <li>9. From Keblet's Island to North Point.</li> <li>10. Keelson Wharves.</li> <li>11. Jardine's Wharf.</li> </ol> |
|--|--|

| Vessel's Name.      | Days after. | Captain.     | Flag and Rig. | Tons net. | Date of Arrival. | Consignees or Agents.     | Destination.      | Remarks.   |
|---------------------|-------------|--------------|---------------|-----------|------------------|---------------------------|-------------------|------------|
| Steamers.           |             |              |               |           |                  |                           |                   |            |
| Albion              | 5           | Witt         | Brit. str.    | 1190      | Jan. 11          | Ward & Co.                |                   |            |
| Amara               | 5           | Kent         | Brit.         | 1636      | Jan. 8           | Jardine, Matheson & Co.   | Yokohama          | To-morrow  |
| Amoy                | 5           | Mull         | Ger.          | 553       | Jan. 3           | Order                     |                   |            |
| Arcona              | 5           | Wilde        | Brit.         | 1888      | Jan. 11          | Ward & O. S. N. Co.       | Nagasaki          | To-morrow  |
| Askani              | 5           | Wilde        | Danish str.   | 554       | Jan. 8           | R. R. Marty               | K'loon Dec        |            |
| Bjerg               | 5           | Wilde        | Norw.         | 717       | Nov. 19          | Ward & Co.                |                   |            |
| Canton              | 5           | Wilde        | Brit. str.    | 1110      | Jan. 14          | Jardine, Matheson & Co.   | Swatow & Shinghai | To-morrow  |
| Catherine Apat      | 5           | Olufsen      | Brit. str.    | 1739      | Jan. 11          | David Sassoon, Sons & Co. | S'pore & Calcutta | 16th inst. |
| Chingtu             | 5           | Janus        | Brit.         | 1459      | Jan. 14          | Butterfield & Swire       |                   |            |
| Chusan              | 5           | Andersen     | Ger.          | 123       | Jan. 4           | Swenson & Co.             |                   |            |
| Clark               | 5           | Johnsen      | Ger.          | 673       | Jan. 13          | Johnsen & Co.             |                   |            |
| Campbell            | 5           | Holtz        | Ger.          | 552       | Dec. 19          | Ward & Co.                |                   |            |
| Dante               | 5           | Koeppke      | Ger.          | 1392      | Nov. 10          | Ward & Co.                |                   | K'loon Dec |
| Diomed              | 5           | Barlett      | Brit.         | 2778      | Jan. 14          | Butterfield & Swire       |                   |            |
| Dorio               | 5           | Smith        | Brit.         | 4078      | Jan. 8           | Ward & O. S. N. Co.       | San Francisco     | 16th inst. |
| Elbe                | 5           | Perkins      | Brit.         | 300       | Dec. 30          | Ward & Co.                |                   | To-morrow  |
| Empress of China    | 5           | Archibald    | Brit.         | 3103      | Dec. 30          | C. F. R. Co.              | Vancouver, B.C.   | 20th inst. |
| Fausling            | 5           | Moncur       | Brit.         | 1410      | Dec. 31          | Jardine, Matheson & Co.   |                   |            |
| Gemfang             | 5           | Wibby        | Brit.         | 2250      | Jan. 12          | Jardine, Matheson & Co.   | Shanghai          | To-day     |
| Haitai              | 5           | Reuch        | Brit.         | 1163      | Jan. 13          | Douglas Steamship Co.     | Coast Ports       | To-morrow  |
| Hohenzollern        | 5           | Harnassowitz | Ger.          | 2309      | Jan. 6           | Melchers & Co.            | Yokohama          | To-morrow  |
| Ingraham            | 5           | Diederichsen | Ger.          | 954       | Jan. 9           | Ward & Co.                |                   |            |
| Kalango             | 5           | Wright       | Brit.         | 957       | Jan. 14          | Butterfield & Swire       |                   |            |
| Kong Beng           | 5           | Hopkin       | Brit.         | 800       | Jan. 11          | Butterfield & Swire       |                   |            |
| Kwoyang             | 5           | Ouorbridge   | Brit.         | 1009      | Jan. 13          | Butterfield & Swire       |                   |            |
| Machew              | 5           | Farrell      | Brit.         | 955       | Jan. 12          | Xuen Fat Hong             |                   |            |
| Martha              | 5           | Klerick      | Ger.          | 1494      | Jan. 14          | Melchers & Co.            |                   |            |
| M. Baqnehem         | 5           | Castanzo     | Aust.         | 2745      | Jan. 13          | Ward & Co.                | Singapore, &c.    | To-morrow  |
| Michael Jackson     | 5           | Smith        | Brit.         | 715       | Jan. 11          | Johnsen & Co.             |                   |            |
| Mont Lebanon        | 5           | McKay        | Brit.         | 1660      | Jan. 3           | Shewan, Tomes & Co.       | Victoria, B.C.    | 16th inst. |
| Nanchang            | 5           | Finlayson    | Brit.         | 1660      | Dec. 17          | Butterfield & Swire       | Coast Dec         | To-morrow  |
| Nanyang             | 5           | Lehmann      | Ger.          | 898       | Jan. 10          | Siemssen & Co.            | Shanghai          |            |
| Niebu               | 5           | Phillips     | Brit.         | 1600      | Jan. 14          | Siemssen & Co.            |                   |            |
| Olympia             | 5           | Irwin-bridge | Brit.         | 1691      | Dec. 29          | Ward & O. S. N. Co.       |                   | K'loon Dec |
| Omi Maru            | 5           | Young        | Japan.        | 173       | Jan. 11          | Shimizu, Kanji & Co.      |                   |            |
| Peking              | 5           | Ulen         | Brit.         | 2784      | Jan. 13          | Holliday, Wirth & Co.     |                   |            |
| Pekowai             | 5           | Viart        | Brit.         | 2020      | Jan. 12          | P. & O. S. N. Co.         |                   |            |
| Phra Nang           | 5           | Watton       | Brit.         | 1021      | Jan. 13          | Xuen Fat Hong             |                   |            |
| Prinz Heinrich      | 5           | Uppert       | Ger.          | 3902      | Jan. 13          | Melchers & Co.            | Shanghai          | To-morrow  |
| Progress            | 5           | Brandt       | Ger.          | 387       | Jan. 13          | R. R. Marty               |                   |            |
| Propontis           | 5           | Farand       | Brit.         | 1390      | Dec. 24          | Chinchee                  |                   |            |
| Pyrhus              | 5           | Baran        | Brit.         | 2299      | Jan. 13          | Butterfield & Swire       |                   |            |
| Senda Maru          | 5           | Colson       | Japan.        | 1176      | Jan. 10          | Nippon Yusen Kaisha       | Shanghai, &c.     |            |
| Shantung            | 5           | Frampton     | Brit.         | 1556      | Jan. 13          | Butterfield & Swire       |                   |            |
| Tachow              | 5           | Primrose     | Brit.         | 682       | Jan. 11          | Xuen Fat Hong             | Bangkok           | 16th inst. |
| Triumph             | 5           | Moller       | Ger.          | 575       | Jan. 11          | Johnsen & Co.             | K'loon Dec        | To-day     |
| Yungching           | 5           | Symon        | Chi. str.     | 701       | Jan. 12          | Ward & O. S. N. Co.       | Shanghai          |            |
| Zetro               | 5           | Gobban       | Brit.         | 375       | Jan. 13          | Shewan, Tomes & Co.       |                   |            |
| Sailing Vessels.    |             |              |               |           |                  |                           |                   |            |
| Atlantic            | 5           | Kalkenberg   | Ger.          | 196       | 633 Jan.         | 12 Wierler & Co.          |                   |            |
| Fort Stuart         | 5           | Vanstone     | Brit.         | 2312      | Nov. 5           | Order                     |                   |            |
| Fred. P. Litchfield | 5           | Hardy        | Amer. bge.    | 901       | Nov. 20          | Order                     |                   |            |
| Galveston           | 5           | Petersen     | Ger. bge.     | 650       | Dec. 20          | Ward & Co.                |                   |            |
| John Baileys        | 5           | Wall         | Amer. sch.    | 100       | Nov. 19          | Order                     |                   |            |
| Lohair              | 5           | Wright       | Amer. sch.    | 706       | July 31          | D. Museo & Co.            |                   |            |
| Mattachem           | 5           | Wright       | Amer. bge.    | 706       | July 31          | D. Museo & Co.            |                   |            |
| Penobscot           | 5           | Willams      | Br. Am. sh.   | 1839      | Nov. 19          | Standard Oil Co.          |                   |            |
| Retriever           | 5           | McCandlor    | Brit.         | 1067      | Nov. 20          | Arnold, Karberg & Co.     |                   |            |
| Santa Cruz          | 5           | Wall         | Amer. sch.    | 70        | April 3          | Captain                   |                   |            |
| Stanfield           | 5           | Keefe        | Amer. sch.    | 150       | Jan. 3           | Captain                   |                   |            |
| Sumbawa             | 5           | Wilson       | Brit. bge.    | 560       | Dec. 18          | Master                    |                   |            |
| Tanama              | 5           | Karberg      | Brit. bge.    | 1603      | Dec. 27          | Shewan, Tomes & Co.       |                   |            |
| Valocity            | 5           | Kearf        | Amer. sh.     | 1672      | Jan. 19          | Standard Oil Co.          |                   |            |
| West York           | 5           | Brit.        | Brit. bge.    | 527       | Oct. 1           | Chinese                   |                   |            |
|                     | 5           | Davis        | Brit. bge.    | 688       | Oct. 18          | Order                     |                   |            |

## Her Britannic Majesty's Ships on the China Station.

| Name.         | Rig.                         | Tons.  | Cum. | I.H.P. | Captain.                     | Where at.   |          |
|---------------|------------------------------|--------|------|--------|------------------------------|-------------|----------|
| Æolus         | two-deck cruiser 2nd class   | 3690   | 21   | 9000   | Captain Robert L. Grooms     | Shanghai    |          |
| Aiacety       | dispatch-vessel              | 1750   | 12   | 3000   | Commander F. G. De Laine     | Yokohama    |          |
| Archer        | cruiser 3rd class            | 1770   | 16   | 3500   | Comd. C. E. Kingmill         | Yokohama    |          |
| Centurion*    | two-deck battle ship         | 10,500 | 41   | 13,400 | Captain Spence H. Login      | Hongkong    |          |
| Daphne        | sloop                        | 1146   | 16   | 2000   | Commander MacArthur          | Manila      |          |
| Eek           | g-b. 3rd class coast defence | 363    | 9    | 200    | Lt.-Com. H. P. Barton        | Ichang      |          |
| Firebrand     | gunboat 2nd class            | 475    | 6    | 300    | Lieut.-Com. Vernon Maud      | Wanchow     |          |
| Gratoot       | two-deck cruiser, 1st class  | 7350   | 26   | 12,400 | Captain R. P. Jones          | Yokohama    |          |
| Handy         | torpedo boat destroyer       | 850    | 6    | 4000   | Lieut. A. Gillespie          | Hongkong    |          |
| Hart          | torpedo boat destroyer       | 850    | 6    | 4000   | Lieut. H. F. Shakespear      | K'loon Dock |          |
| Humbar        | storeship                    | 160    | 0    | 800    | Commander F. W. Wyley        | Hongkong    |          |
| Immortalité   | armoured cruiser, 1st class  | 5600   | 24   | 8500   | Captain Edward Cluchette     | Yokohama    |          |
| Linnæ         | gun-vessel 2nd class         | 705    | 8    | 1000   | Commander F. H. Swincke      | Manila      |          |
| Narcissus     | armoured cruiser, 1st class  | 5600   | 24   | 8500   | Commander MacAlpine          | Singapore   |          |
| Panacea       | gunboat 1st class            | 720    | 10   | 1200   | Lieut. P. S. St. John        | Nagasaki    |          |
| Pique         | gunboat 1st class            | 720    | 10   | 1200   | Lieut. Dormer                | Manila      |          |
| Pique         | gunboat 2nd class            | 3690   | 21   | 9000   | Aid.-Com. J. J. Graham       | Manila      |          |
| Plover        | gunboat 1st class            | 720    | 10   | 1200   | Lieut. Spencer V. de Horsey  | Singapore   |          |
| Porpoise      | cruiser 3rd class            | 1775   | 16   | 3500   | Commander F. H. Kelly        | Shanghai    |          |
| Rainbow       | cruiser 2nd class            | 3690   | 21   | 9000   | Captain Wm. C. O. Forsyth    | Hongkong    |          |
| Rattlesnake   | gunboat 1st class            | 710    | 14   | 1200   | Lt.-Com. Hon. G. A. Hardinge | Nagasaki    |          |
| Spartan       | gunboat 1st class            | 800    | 10   | 1200   | Lieut.-Com. E. H. Grafton    | Hankow      |          |
| Swift         | two-deck cruiser 2nd class   | 3600   | 21   | 9000   | Captain Alfred L. Wainale    | Manila      |          |
| Tamar         | gun-vessel 2nd class         | 766    | 8    | 270    | Act.-Com. Ivel               | Hongkong    |          |
| Tweed         | ex-transport                 | 2047   | 383  | 5      | 200                          | —           | Hongkong |
| Undanted      | g-b. 3rd class coast defence | 363    | 5    | 200    | —                            | Hongkong    |          |
| Vicer Emanuel | armoured cruiser             | 5600   | 24   | 8500   | Captain John S. Ballfax      | Nagasaki    |          |
| Waver         | rescue ship                  | 5157   | 14   | —      | Commander S. Holland         | Hankow      |          |
| Waver         | coast defence ship, armoured | 2750   | 12   | 1000   | —                            | Hongkong    |          |

### Foreign Men-of-war on the China and Japan Station

| Name.                | Flag and Rig.             | Tons.  | Guns. | H. P.  | Captain.                       | Where at.   |
|----------------------|---------------------------|--------|-------|--------|--------------------------------|-------------|
| Admiral Korneloff    | Russian cruiser           | 4880   | 32    | 6000   | Captain Molos                  | Nagasaki    |
| Admiral Nakhimoff    | Russian flagship          | 7741   | 32    | 9500   | Captain Kharlamov              | Nagasaki    |
| Albion               | Portuguese transport      | 1063   | —     | —      | Capt. Antonio Sergio de Souza  | Manao       |
| Albatross            | Russian gunboat           | 810    | 2     | 730    | Captain Parnegro               | Vladivostok |
| Alger                | French cruiser            | 4000   | 30    | 8000   | Captain Boutvi                 | Shanghai    |
| Arconia              | German cruiser            | 2800   | 18    | 2400   | Captain Becker                 | K'loon Dock |
| Argic                | French gunboat            | 476    | 4     | 460    | Commander Jourmet              | Hangkai     |
| Bayard               | French flagship           | 6010   | 22    | 4400   | Capt. A. T. D. Costa e Silva   | Saifu       |
| Bango                | Portuguese gunboat        | 462    | 5     | 400    | Captain Moles                  | Hongkong    |
| Bahoe                | Russian ship              | 950    | 13    | 1150   | Captain Moles                  | Shanghai    |
| Boston               | U. S. cruiser             | 3600   | 8     | 3500   | Captain F. Wildes              | Chefoo      |
| Castilla             | Spanish cruiser           | 3220   | 22    | 4400   | Capt. Enriquez Sanluis         | Manila      |
| Combe                | French gunboat            | 495    | 4     | 500    | Capt. Simon                    | Shanghai    |
| Detroit              | U. S. cruiser             | 2000   | 10    | 2400   | Capt. Withthorn                | Shanghai    |
| Dimitri Donkol       | Russian cruiser           | 6200   | 16    | 7000   | Capt. Xavier de Brito          | Yokohama    |
| Diu                  | Portuguese cruiser        | 729    | —     | —      | Capt. Duclou                   | Manao       |
| Dou Antonio de Ulloa | Spanish cruiser           | 1200   | 4     | —      | Commander R. P. de Bonaure     | Manila      |
| Dou Juan de Austria  | Spanish cruiser           | 1130   | 14    | 1200   | Capt. Saikura                  | Manila      |
| Gaidamak             | Russian gunboat           | 500    | 2     | 3500   | Capt. Ramon Rochquet Freilillo | Nagasaki    |
| General Alava        | Spanish gun-vessel        | 1200   | —     | —      | Capt. Bouthanon                | Manila      |
| Grenlatichy          | Russian gunboat           | 1400   | 19    | 1350   | Commander du Bois              | Amoy        |
| Incens               | German cruiser            | 4400   | 22    | 8600   | Captain Pilott                 | Hongkong    |
| Idy                  | French cruiser            | 4810   | 22    | 8600   | Captain Zere                   | On a cruise |
| Kaiser               | German flagship           | 7977   | 16    | 7800   | Capt. W. F. Darr               | Shanghai    |
| Koenigin Wilhelmina  | Netherland cruiser        | 1200   | 5     | 2150   | Capt. Chalkovsky               | On a cruise |
| Korejets             | British ship              | 1640   | 8     | 2800   | Commander Brinkmann            | Shanghai    |
| Kormoran             | German cruiser            | 1830   | 18    | 1200   | Capt. Beklemishev              | Nagasaki    |
| Kreiser              | Russian ship              | 1830   | 18    | 1200   | Lieutenant Guiche              | Saifu       |
| Lion                 | French gunboat            | 500    | 6     | 500    | Commander Mackenzie            | Onhon       |
| Machias              | U. S. cruiser             | 1250   | 16    | 1800   | Captain Vimger                 | Manila      |
| Manila               | Russian transport         | 1087   | 2     | 1000   | Commander Andruff              | Yokohama    |
| Manadhar             | Russian ship              | 1200   | —     | —      | Capt. Heilinger                | Tientsin    |
| Minicoy              | U. S. ship                | 180    | 6     | 850    | Captain J. J. Read             | Nagasaki    |
| Olympia              | U. S. flag-ship           | 9300   | 14    | 15,500 | Captain Radloff                | Nagasaki    |
| Otravay              | Russian gunboat           | 1490   | 12    | 2000   | Captain Rodloff                | Nagasaki    |
| Pamiat Azova         | Russian cruiser           | 9050   | 22    | 8000   | Commander Koppel               | Nagasaki    |
| Panther              | Austrian cruiser          | 1600   | 10    | —      | Lieut. -Commander Vidal        | Nagasaki    |
| Pluvier              | French gunboat            | 645    | 6     | 480    | Captain Thiba                  | Nagasaki    |
| Prinzess Wilhelm     | German cruiser            | 4400   | 22    | 8000   | Comdr. Jean Warica             | Manila      |
| Reine Christiane     | Spanish cruiser           | 5080   | 12    | 4500   | Captain Krueger                | Nagasaki    |
| Rurik                | Russian 1st class cruiser | 10,390 | 42    | 18,500 | Captain O. Spiller             | Shanghai    |
| Saida                | Austrian cruiser          | 2000   | 11    | 1800   | Captain Baranoff               | Vladivostok |
| Sulstet              | Russian gunboat           | —      | —     | —      | Captain Anshoff                | Vladivostok |
| Swatich              | Russian gunboat           | 950    | 13    | 1150   | Commander Jourmet              | Shanghai    |
| Viper                | French cruiser            | 483    | —     | —      | Capt. Drew                     | Nagasaki    |
| Vladivostok          | U. S. cruiser             | 1900   | 15    | 2250   | Commander Labell               | Nagasaki    |
| Vladik               | Russian gunboat           | 800    | 0     | 8800   | Admiral A. O. Monasteria       | Shanghai    |
| Vladivostok          | Russian ship              | 1220   | 12    | 1470   | —                              | Shanghai    |
| Zorogom              | Mexican cruiser           | 1200   | 0     | 1800   | —                              | Singapore   |

Printed and published by CHAS. MURRAY BAIN, at the China Mail Office, No. 1, Wyndham Street.

## Insurances.

**NORTH BRITISH AND MERCANTILE**  
**—INSURANCE COMPANY.**  
**TOTAL FUNDS AT 31ST DECEMBER, 1895,**  
**£12,433,131.**

|                         |                |
|-------------------------|----------------|
| Authorised Capital..... | £3,000,000.0.0 |
| Subscribed Capital..... | £2,750,000.0.0 |
| Paid-up Capital.....    | £687,600.0.0   |
| Fire Funds.....         | £2,601,016.2.9 |

**H**AVING been appointed AGENTS of the  
 above Company we are prepared to  
 Accept EUROPEAN and CHINESE RISKS at  
 Current Rates.

SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, July 23, 1896. 1475

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne  
A.D. 1714).  
CAPITAL FULLY SUBSCRIBED, £450,000.  
CAPITAL PAID UP, £180,000.  
TOTAL INVESTED FUNDS EXCEED £2,700,000.  
TOTAL ANNUAL INCOME, £850,000.

**T**HE Undersigned, having been appointed  
AGENT of the above Society in Hong  
kong, is prepared to issue POLICIES against  
**FIRE** on the usual terms.

## Intimations.

**Mitsui Bussan Kaisha,**  
No. 8, Queen's Road, Central.

**HEAD OFFICE:—Tokio.**

**BRANCH OFFICE:—LONDON, NEW YORK**  
BOMBAY, CALCUTTA, SHANGHAI, TIENTSIN,  
HANKOW, PEKING, HONGKONG, YOKOHAMA,  
HARBIN, NEWKOWANG and all Ports in  
JAPAN.

**AGENCIES:—**

MISSE COAL MINES.  
ONODA COAL MINES.  
KANADA COAL MINES.  
THE MARINE INSURANCE CO., LTD.  
MELT FIRE INSURANCE CO., LTD.  
IMPERIAL GOVT. PAPER MILL, JAPAN.  
COTTON CLEANING & WEG. CO., SHANGHAI.  
ONODA CEMENT COMPANY, JAPAN.  
KANESABUCHI COTTON SPINNING MILL,  
MILK FACTORY, YOKOHAMA, MILK LTD.,  
TOYO COTTON SPINNING MILL,  
HAYASHI CLOTH FACTORY,  
HONGKONG, December 11, 1893. 137

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**N** AUTICAL, SCIENTIFIC AND  
METEOROLOGICAL  
INSTRUMENTS.

VOIGTLANDER'S CELEBRATED  
BINOCULARS AND TELESCOPES.  
RITCHIE'S LIQUID AND OTHER COMPASSES  
ADMIRALTY & LIMEY CHARTS,  
NAUTICAL BOOKS.  
English SILVER & ELECTRO-PLATED WARE  
Christie & Co.'s ELECTRO-PLATED WARE  
GOLD & SILVER JEWELLERY  
in great variety.  
DIAMONDS—

AND

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 ANY CAST-OFF CLOTHING, BOOKS,  
 PAPERS will be thankfully received  
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## INTIMATIONS

**PEAK HOTEL.**  
OPEN ALL THE YEAR ROUND.

**THIS** Commodious and Well-appointed  
HOTEL, situated at a height of 1,250  
feet above sea-level, has just been thoroughly  
re-decorated, renovated and re-furnished,  
and a NEW WING has been built, which  
commands magnificent Views of the Har-  
bour and mainland of China.

For further Particulars, apply to—  
**THE MANAGER,**  
*New Victoria Hotel.*

NEW VICTORIA HOTEL.

**ROTISSERIE,**  
*Meals à la Carte.*  
CHOPS, STEAKS, etc., etc., at any  
time, between 7.30 a.m. and 11.30  
p.m.  
**Monthly Boarders at Moderate Rates.**  
**Madar & Farmer,**  
*Proprietors.*  
Hongkong, September 3, 1896. — 1784

## THOMAS'S GRILL ROOM

**T**HIS Establishment has undergone extensive alterations. The DINING ROOM being new upstairs, and a Large BILLIARD ROOM (having Two New BURNING and WATT'S TABLES) being added to the Hotel.

*A French Chef having been engaged the Cuisine will be second to none.*

**ROOMS FOR PRIVATE DINNERS.**

Entrances:—Ice House Lane, Queen's Road, and Duddell Street.

**FREDERICK-BISHOP,**  
*Manager,*  
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**THIS ESTABLISHMENT**, situated in the elegant Building known as 'CON NAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendants.

Favorable Arrangements made for Families and for Monthly or Extended Periods.

**P. BOHM,**  
*Proprietor and Manager.*

Hongkong, November 24, 1894. 190

## THE REVENUE OF CHINA.

A SERIES OF ARTICLES  
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WITH AN APPENDIX.  
**THIS PAMPHLET is Now Ready,**  
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Office of this PAPER,  
Messrs. LANE, CRAWFORD & Co.'s,  
Messrs. KELLY & WALSH's,  
and Mr. W. HUNTER's.  
Price, . . . . . 50 Cents.

SHARE LIST.—QUOTATIONS:—JANUARY 14, 1897

| Stocks.   | No. of<br>Shares.  | Value.   | Paid-<br>up.   | Closing Quotations,<br>Cash.   |
|---|--|--|--|--|
| <b>BANKS.</b>   |  |  |  |  |
| Hongkong and Shanghai Bank Corp.<br>Bank of China & Japan, Limited<br>— preference shares )<br>— ordinary                 )<br>National Bank of China, Limited.....   | 80,000 \$<br>3,960 £<br>109,875<br>1,250 £<br>... £  | 12½<br>5 £<br>8 £<br>1 £<br>10 £   | all<br>nom.<br>2.10<br>1.25<br>8.26  | % prem. = \$353.7.<br>[sal]<br><br><br>                                  |
| <b>MARINE INSURANCES.</b>   |  |  |  |  |
| Canton Insurance Office Co., Ltd.....<br>China Traders' Insurance Co., Ltd.....<br>North-China Insurance Co., Ltd.....<br>Strait Settlements Insurance Co., Ltd.....<br>Union Assurance Society, Ltd.....<br>Yangtze Insurance Association, Ltd.....  | 10,000 \$<br>24,000 \$<br>5,000 £<br>5,000 £<br>10,000 \$<br>8,000 £   | 250<br>53,333<br>100 £<br>250 £<br>250 \$<br>8,000 £   | \$50<br>\$74½<br>1.95<br>20<br>\$52½<br>06¼  | sellers<br>sellers<br>sellers<br>sellers and buyers<br>sellers<br>buyers |
| <b>FIRE INSURANCES.</b>   |  |  |  |  |
| China Fire Insurance Co., Ltd.....<br>Hongkong Fire Insurance Co., Ltd.....<br>H'kong & Whampoa Dock Co., Ltd.....  | 20,000 \$<br>5,000 \$<br>12,500 \$   | 100 £<br>250 \$<br>125 all   | \$103, sales and sellers<br>\$50, sales<br>217 % prem. = \$396.  | [sal]  |
| <b>STEAMBOATS.</b>  |  |  |  |  |
| China and Manilla S. S. Co., Ltd.....<br>Douglas Steamship Co., Limited.....<br>HK. C. & M. Steamboat Co., Ltd.....<br>Indo-China S. N. Company, Limited.....<br>China Mutual S. N. Co., Ltd.....   | 5,000 \$<br>20,000 \$<br>90,000 \$<br>90,000 \$<br>20,000 £  | 50 all<br>15 \$<br>10 all<br>10 £<br>10 £  | \$67, sellers<br>\$84, sellers<br>\$32½, sales and sellers<br>\$4½, buyers<br>£7, buyers   |  |
| Do. (new issue).  | 20,000 £   | 10 £   | £2.5   |  |
| <b>REFINERIES.</b>  |  |  |  |  |
| China Sugar Company, Limited.....<br>Luzon Sugar Company, Limited.....  | 20,000 \$<br>7,000 \$  | 100 all<br>100 all   | \$133, sales and sellers<br>\$49½, sales and buyers  |  |
| <b>SWEETENERS.</b>  |  |  |  |  |
| E.K. & Kow, West & Goddard Co.,<br>Wanchai Warehouse and Storage<br>Company, Limited.....   | 20,000 \$<br>2,600 \$  | 50 all<br>10 £   | \$59, sellers<br>\$7½, ex div.   |  |
| <b>LAND AND BUILDING.</b>   |  |  |  |  |
| Hongkong and Investment and<br>Agency Company, Limited.....<br>Kwloon Land and Building Com-<br>pany.....<br>Humphreys' Estate & Finance Co.,<br>West Point Building Co., Limited.....  | 50,000 \$<br>6,000 \$<br>23,400 \$<br>12,500 \$  | 100 \$<br>5 \$<br>10 all<br>50 all   | \$75½, sales and buyers<br>\$317, sellers<br>\$9½, sales and buyers<br>\$61½, buyers   |  |
| <b>TELEGRAPHS.</b>  |  |  |  |  |
| H.K. High-Low Telegraphs Co., Ltd.....  | 1,250 \$   | 100 all  | \$93, sales and sellers  |  |
| <b>MINING.</b>  |  |  |  |  |
| Jelebu Mining & Trading Co., Ltd.....<br>Punjab Mining Co., Ltd.....<br>Société Française des Charbon-<br>nages Indochinois.....<br>New Balaornah Gold Mines Co., Ltd.....<br>Raub Aust. Gold Mining Co., Ltd.....<br>Olivers Freehold Mines, Ltd.....  | 40,000 \$<br>60,000 \$<br>15,000 £<br>10,000 £<br>200,000 £<br>A £15,000<br>B £15,000<br>C £15,000   | 6 all<br>4 all<br>Fen 600<br>\$1,400<br>1,310 Fen<br>5 \$<br>5 \$<br>5 \$  | \$32.20, sales<br>\$10½, ex div., buyers<br>\$75, sales<br>\$14.40, sales<br>\$8, sales and buyers<br>\$5½, sellers<br>\$23¾, sellers<br>\$1, non  |  |
| <b>PLANTING, ETC.</b>   |  |  |  |  |
| China-Borneo Company, Ltd.....<br>H. G. Brown & Co., Limited, in liq.<br>HOTELS, ETC.   | 7,000 \$<br>6,000 \$<br>12,000 \$  | 100 all<br>50 all<br>50 all  | \$60, non liq.<br>in liq.<br>\$32, sales and sellers   |  |
| <b>DISPENSARIES.</b>  |  |  |  |  |
| A. S. Watson & Co., Limited.....<br>Dakin, Crickhead & Co., Ltd. in liq.<br>DOCKING.  | 50,000 \$<br>50,000 \$<br>7,000 £  | 10 all<br>6 all<br>10 all  | \$12.25, buyers<br>nom.<br>\$110   |  |
| H.K. and Chinese Gas Co., Limited.....<br>Hongkong Electric Co., Limited.....<br>BRICK AND CEMENT.  | 30,000 \$<br>30,000 \$<br>20,000 \$  | 10 \$<br>10 \$<br>10 \$  | \$86.50, sales and buyers<br>\$20, sales and sellers   |  |
| <b>MISCELLANEOUS.</b>   |  |  |  |  |
| Bel's Asbestos Eastern Agency.....<br>Campbell, Milner & Co., Limited.....<br>Geo. Fearnley & Co., Limited.....<br>Hongkong Bakery Company, Ltd.....<br>Hongkong Dairy Farm Co.....<br>Hongkong Ice Company, Limited.....<br>Royal Mail Steam Navigation Co., Ltd.....<br>Soo Chooan Spinning and Weav-<br>ing Co., Ltd.....<br>International Cotton Manufactur-<br>ing Co., Ltd.....<br>Leong-Kang-Mor Cotton Spinning<br>and Weaving Co., Ltd.....<br>Caribbean Co., Ltd.....<br>Soy Chee Cotton Spinning Co., Ltd.....<br>— Founder's shares | 3,000 £<br>7,000 £<br>1,200 £<br>8,000 \$<br>600 \$<br>10,000 \$<br>5,000 \$<br>5,000 \$<br>10,000 Tia.<br>10,000 Tia.<br>8,000 Tia.<br>2,000 \$<br>2,000 Tia.<br>2,000 Tia. | 1 £1<br>1 £15<br>10 all<br>25 \$<br>50 all<br>7½ \$<br>10 all<br>100 Tia.<br>100 Tia.<br>100 Tia.<br>25 \$<br>500 Tia.<br>500 Tia. | \$5, sellers<br>\$8, sales and sellers<br>all \$5<br>25 \$3¼, sales and buyers<br>all \$20<br>\$34, buyers<br>all \$14½, sales and buyers<br>Tia. 80<br>Tia. 90<br>Tia. 90<br>27 80<br>525 |  |

| LOANS.                      | Amount. | Value.  | Interest.  | Quotation.  |
|-----------------------------|---------|---------|------------|-------------|
| Chinese Imperial 1885 & Fl. | 757,300 | Fl. 350 | 7 p. annum | 10 p. prem. |
| A. G. STOKES, Share Broker. |         |         |            |             |